# TYPE-CERTIFICATE DATA SHEET

No. EASA.IM.A.191

For

DHC-8

Type Certificate Holder:

De Havilland Aircraft of Canada Limited
123 Garratt Boulevard
Toronto, Ontario
CANADA M3K 1Y5

<table>
<thead>
<tr>
<th>For models:</th>
<th>DHC-8-102</th>
<th>DHC-8-201</th>
<th>DHC-8-301</th>
<th>DHC-8-401</th>
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<tbody>
<tr>
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<td>DHC-8-103</td>
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<td>DHC-8-311</td>
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<td>DHC-8-315</td>
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SECTION 1: GENERAL (ALL MODELS)

1. Data Sheet No: EASA.IM.A.191
2. Airworthiness Category: Large Aeroplanes
3. Performance Category: A
4. Certifying Authority: TCCA
5. Type Certificate Holder: De Havilland Aircraft of Canada Limited
   123 Garratt Boulevard
   Toronto, Ontario
   Canada M3K 1Y5
SECTION 2: DHC-8 SERIES 100

I. General

1. Aeroplane: DHC-8 Series 100

II. Certification Basis

1. Reference Application Date for EASA Certification: February 7, 1986

2. TCCA Certification Date:
   - DHC-8-102: June 12, 1986
   - DHC-8-103: July 20, 1987
   - DHC-8-106: November 20, 1992

3. TCCA Certification Basis: Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date:
   - DHC-8-102: January 27, 1988 (ACG, Austria)
   - DHC-8-103: January 27, 1988 (ACG, Austria)
   - DHC-8-106: February 23, 1995 (ACG, Austria and NCAA, Norway)

5. EASA Certification Basis:
   - Additional Airworthiness Requirements:
     - Spoiler Policy ref. DOT letter 5010-10-366 (ABE/L), dated September 20, 1984.
   - Compliance with the following additional optional requirements has been established:
     - FAR 25.1419, Ice Protection.
   - Compliance with FAR 25.801 has been established when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.
6. Special Conditions:

   Automatic take-off power control system (ATPCS) (ref. FAA Special Conditions No. 25-ANM-3; TC letter 5010-10-366 (ABP/A), dated February 24, 1984).

   Steep Approach and Short Landing (ref. TC letter 5010-10-366 (ABP/L), dated June 7, 1985).

   SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS

   Special Condition SCA No. 94-12, Operation on Narrow Runways, dated December 28, 1994.

7. Exemptions:

   FAR 25.571(e)(2) Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated February 10, 1984).

   FAR 25.807(c)(1) 40 Passenger Configuration (ref. TC letter 5010-10-366, dated March 14, 1986).

8. Equivalent Safety Findings:

   FAR 25.773(b)(2) Pilot compartment view.

9. Environmental Standards:

   Environmental requirements for noise:
   See EASA TCDSN no. EASA.IM.A.191.

   Environmental requirements for fuel venting and emissions:
   SFAR 27 dated December 12, 1973, including Amendments 27-1 through 27-5.

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of AEROC 8.1.AC.1 – Definition of Certified Airplanes

2. Description: Detail Specification No. DS8-100

3. Equipment: Equipment Register

4. Dimensions: Span 25.91 m (85 ft)

   Length 22.25 m (73 ft)

   Height 7.49 m (24 ft 7 in)

   Wing Area 54.35 m²

5. Engines: Two (2) Pratt and Whitney of Canada engines as follows:

   DHC-8-102 PW120A or PW121

   DHC-8-103 PW121

   DHC-8-106 PW121

   Refer to EASA Engine Type Certificate Data Sheet IM.E.041
5.1 Engine Limits: For details refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

6. Auxiliary Power Unit (APU): Options only. Refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

6.1 APU Limits: For details refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

7. Propellers: Hamilton Sundstrand Model 14SF-7, 14SF-15 or 14SF-23
Refer to FAA Propeller Type Certificate Data Sheet P7NE.

7.1 Propeller Limits:
Blade SFA13 ( )-OA
Diameter 3.96 m (13 ft) nominal

| Pitch settings at 0.75 radius: | Feather | 77.5° |
| Flight fine | 10.5° |
| Ground fine | -5.5° |
| Full reverse | -18.5° |

Propeller (Np)
- Take off 1212 rpm
- Max. continuous 1212 rpm

The following Hamilton Sundstrand Propeller combinations are approved

14SF-7 & 14SF-7

Modification 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations.

14SF-15 & 14SF-15
14SF-15 & 14SF-7
14SF-15 & 14SF-23
14SF-23 & 14SF-23
14SF-23 & 14SF-7

8. Fluids (Fuel/Oil/Additives): For details refer to AFM – PSM 1-81-1A
(Models 102, 103, 106)

8.1 Eligible Fuels
Wide Cut JET B, JP-4

For other approved fuel types refer to AFM – PSM 1-81-1A (Models 102, 103, 106)

8.2 Eligible Oils
Oils conforming to Specification MIL-L-23699
9. Fluid Capacities:

9.1 Fuel Capacity:

Main Fuel System

<table>
<thead>
<tr>
<th>Kg</th>
<th>lbs.</th>
<th>Liters</th>
<th>Imp. Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable</td>
<td>2575</td>
<td>5678</td>
<td>3160</td>
</tr>
<tr>
<td>Unusable</td>
<td>40</td>
<td>87</td>
<td>48</td>
</tr>
<tr>
<td>Total</td>
<td>2615</td>
<td>5765</td>
<td>3208</td>
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Optional Auxiliary Fuel System (SOO 8061 or 828SO08061 or 828CH00044)

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<tr>
<th>Kg</th>
<th>lbs.</th>
<th>Liters</th>
<th>Imp. Gals.</th>
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<td>4566</td>
<td>2543</td>
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<tr>
<td>Unusable</td>
<td>46</td>
<td>102</td>
<td>55</td>
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<tr>
<td>Total</td>
<td>2118</td>
<td>4668</td>
<td>2598</td>
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9.2 Oil Capacity per Engine:

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<thead>
<tr>
<th>Usable</th>
<th>Liters</th>
<th>Imp. Gals.</th>
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<tbody>
<tr>
<td>3.8</td>
<td>0.83</td>
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</table>

Total 17.7 3.90

10. Air Speeds:

IAS  VMO (Maximum Operating) 0 to 14000 ft 242
15000 ft 239
20000 ft 223
25000 ft 207

VFE (Flap extended)  Flap 5° & 15° 148
Flap 35° 130

VA (Maneuvering) (Models 102, 103) 163
VA (Maneuvering) (Model 106) 164
VLO (Landing gear operation) 158
VLE (Landing gear extended) 172

For other airspeeds refer to AFM – PSM 1-81-1A (Models 102, 103, 106)

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II
13. Maximum Weights:

### DHC-8-102

<table>
<thead>
<tr>
<th></th>
<th>Basic</th>
<th>Mod 8/1335</th>
<th>AFM Supplement 57</th>
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<tr>
<td>Taxi and ramp</td>
<td>15,740 kg</td>
<td>15,740 kg</td>
<td>15,740 kg</td>
<td>15,740 kg</td>
</tr>
<tr>
<td></td>
<td>(34,700 lb)</td>
<td>(34,700 lb)</td>
<td>(34,700 lb)</td>
<td>(34,700 lb)</td>
</tr>
<tr>
<td>Take-off</td>
<td>15,649 kg</td>
<td>15,649 kg</td>
<td>15,649 kg</td>
<td>15,649 kg</td>
</tr>
<tr>
<td></td>
<td>(34,500 lb)</td>
<td>(34,500 lb)</td>
<td>(34,500 lb)</td>
<td>(34,500 lb)</td>
</tr>
<tr>
<td>Landing</td>
<td>15,377 kg</td>
<td>15,377 kg</td>
<td>15,377 kg</td>
<td>15,377 kg</td>
</tr>
<tr>
<td></td>
<td>(33,900 lb)</td>
<td>(33,900 lb)</td>
<td>(33,900 lb)</td>
<td>(33,900 lb)</td>
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<tr>
<td>Zero fuel</td>
<td>14,061 kg</td>
<td>14,179 kg</td>
<td>14,243 kg</td>
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<tr>
<td></td>
<td>(31,000 lb)</td>
<td>(31,300 lb)</td>
<td>(31,400 lb)</td>
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### DHC-8-103

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<td>Taxi and ramp</td>
<td>15,740 kg</td>
<td>15,740 kg</td>
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<td>15,740 kg</td>
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<td>Take-off</td>
<td>15,649 kg</td>
<td>15,649 kg</td>
<td>15,966 kg</td>
<td>15,649 kg</td>
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<tr>
<td></td>
<td>(34,500 lb)</td>
<td>(34,500 lb)</td>
<td>(35,200 lb)</td>
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<tr>
<td>Landing</td>
<td>15,377 kg</td>
<td>15,377 kg</td>
<td>15,377 kg</td>
<td>15,377 kg</td>
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<td></td>
<td>(33,900 lb)</td>
<td>(33,900 lb)</td>
<td>(33,900 lb)</td>
<td>(33,900 lb)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>14,061 kg</td>
<td>14,179 kg</td>
<td>14,515 kg</td>
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<tr>
<td></td>
<td>(31,000 lb)</td>
<td>(31,300 lb)</td>
<td>(32,000 lb)</td>
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### DHC-8-106

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<tr>
<td>Landing</td>
<td>15,377 kg</td>
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<td>(33,900 lb)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>14,515 kg</td>
</tr>
<tr>
<td></td>
<td>(32,000 lb)</td>
</tr>
</tbody>
</table>

14. Center of Gravity Range: For details refer to AFM – PSM 1-81-1A (Models 102, 103, 106)

15. Datum: Plate located on centerline at “Station 423.0 in”
16. Mean Aerodynamic Chord (MAC): 87.0 in
18. Minimum Flight Crew: 2 (Pilot and Copilot)
19. Maximum Passenger Seating Capacity: 40 passengers (see Note 1)
20. Exits:

<table>
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<tr>
<th>No.</th>
<th>Type</th>
<th>Size</th>
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<tbody>
<tr>
<td>1</td>
<td>I</td>
<td>0.762 m x 1.65 m (30 in x 65 in)</td>
</tr>
<tr>
<td>1</td>
<td>II</td>
<td>0.508 m x 1.37 m (20 in x 54 in)</td>
</tr>
<tr>
<td>2</td>
<td>III</td>
<td>0.508 m x 0.914 m (20 in x 36 in)</td>
</tr>
</tbody>
</table>

21. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Class</th>
<th>Volume</th>
<th>Max. Allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>8.48 m³ (300 ft³)</td>
<td>907 kg (2,000 lb)</td>
</tr>
</tbody>
</table>

Refer to Weight & Balance Manual PSM 1-8-8 for mixed passenger-cargo configurations.

22. Wheels and Tires: Tricycle landing gear, retractable, dual side by side wheel type. Main wheel sized to accept 26.5 × 8.0−13 or 31.0 × 9.75−13 tubeless tires. Nose gear sized to accept 18 × 5.50−8 tubeless tires or with S.O.O. 8009, 22.0 × 6.5−10 flotation type tire.

IV. Operating and Service Instructions

1. Airplane Flight Manual PSM 1-81-1A (Models 102, 103, 106)
3. Weight and Balance Manual PSM 1-8-8
   - Maintenance Review Board Report (MRB Report) PSM 1-8-7, Part 1
5. Maintenance Program Manual
   – Airworthiness Limitations (AWL) PSM 1-8-7, Part 2
6. Maintenance Task Cards Manual PSM 1-8-7TC
7. Service Letters and Service Bulletins Refer to Publications Index

V. Notes

1. Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 100 current issue.
2. DHC-8 Series 100 (Models 102/103) incorporating optional Modsum 8Q310027, through Service Bulletin (SB) 8-05-03, is required to comply with tasks and intervals of Supplement 1 “Extended Service Program” to Part 3 of the Maintenance Program Manual (PSM 1-8-7).
SECTION 3: DHC-8 SERIES 200

I. General

1. Aeroplane: DHC-8 Series 200

II. Certification Basis

1. Reference Application Date for EASA Certification: August 1, 1997

2. TCCA Certification Date:
   - DHC-8-201  August 24, 1995
   - DHC-8-202  March 9, 1995

3. TCCA Certification Basis: Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date:
   - DHC-8-201  February 17, 1998 (LBA, Germany)
   - DHC-8-202  February 17, 1998 (LBA, Germany)

5. EASA Certification Basis:
   
   FAR Part 25 dated February 1, 1965, including amendments 25-1 through 25-66; plus:
   
   FAR 25.963(e), Amendment 25-69, Fuel Tank Access Covers
   FAR 25.361, Amendment 25-72, Engine Torque
   FAR 25.729(e), Amendment 25-75, Retraction Mechanism
   
   With the following exceptions:
   (The DHC-8 Series 200 was certificated as a derivative of the Series 100 aircraft. The applicable basis of certification is the same as the Series 100, but the manufacturer elected to demonstrate compliance with FAR Part 25, up to Amendment, 25-66, less the exceptions shown under Basis of Certification, Series 200.)
   
   FAR 25.365(e), Amendment 25-54, Pressurized Cabin Loads
   FAR 25.561, Amendment 25-64, Emergency Landing Conditions
   FAR 25.562, Amendment 25-64, Emergency Landing Dynamic Conditions
   FAR 25.783, Amendment 25-54, Doors
   FAR 25.785, Amendment 25-64, Seats, Berths, Safety Belts and Harnesses
   FAR 25.904, Amendment 25-62, Automatic Takeoff Thrust Control System (replaced by ATPCS Special Condition)
   FAR 25.1091(e), Amendment 25-57, Air Intakes
   
   Additional Airworthiness Requirements
   
   
   
Spoiler Policy ref. DOT letter 5010-10-366 (ABE/L), dated September 20, 1984.

Compliance with the following additional optional requirements has been established:

FAR 25.1419, Ice Protection

Compliance with FAR 25.801 has been established when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.

6. Special Conditions:

Automatic take-off power control system (ATPCS) (ref. FAA Special Conditions No. 25-ANM-3; TC letter 5010-10-366 (ABP/A), dated February 24, 1984).

Steep Approach and Short Landing – (ref. TC letter 5010-10-366 (ABP/L), dated June 7, 1985).


7. Exemptions

FAR 25.571(e)(2), Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated February 10, 1984).

FAR 25.807(c)(1), 40 Passenger Configuration (ref. TC letter 5010-10-366, dated March 14, 1986)

8. Equivalent Safety Findings:

FAR 25.773(b)(2), Pilot compartment view.

9. Environmental Standards:

Environmental requirements for noise: See EASA TCDSN no. EASA.IM.A.191.


III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of AEROC 8.1.AC–1 – Definition of Certified Airplanes

2. Description: Detail Specification No. DS8-200

3. Equipment: Equipment Register

4. Dimensions: Span 25.89 m (85 ft)
Length 22.25 m (73 ft)
Height 7.49 m (24 ft 7 in)
Wing Area 54.35 m²

5. Engines: 2 Pratt and Whitney of Canada engines as follows:

<table>
<thead>
<tr>
<th></th>
<th>Original</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>DHC-8-201</td>
<td>PW123C</td>
<td>PW123, PW123B, PW123D, PW123E</td>
</tr>
<tr>
<td>DHC-8-202</td>
<td>PW123D</td>
<td>PW123, PW123B, PW123E</td>
</tr>
</tbody>
</table>

Refer to EASA Engine Type Certificate Data Sheet IM.E.041.

Any combination of original engines and/or optional engines within each aircraft model is permitted. Optional engines must incorporate modification 8/2735.

5.1 Engine Limits: For details refer to AFM – PSM 1-82-1A (Models 201, 202)

6. Auxiliary Power Unit (APU): Options only. Refer to AFM – PSM 1-82-1A (Models 201, 202)

6.1 APU Limits: For details refer to AFM – PSM 1-82-1A (Models 201, 202)

7. Propellers: Hamilton Sundstrand Model 14SF-23

Refer to FAA Propeller Type Certificate Data Sheet P7NE.

7.1 Propeller Limits: Blade SFA13 (_)-OA
Diameter 3.96 m (13 ft) nominal

Pitch settings at 0.75 radius:
- Feather 77.5°
- Flight fine 10.5°
- Ground fine -5.5°
- Full reverse -18.5°
- Propeller (Np) - Take off 1212 rpm
- Max. continuous 1212 rpm

The following Hamilton Sundstrand Propeller combinations are approved

14SF-23 & 14SF-23

Modification 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations:
14SF-15 & 14SF-15
14SF-15 & 14SF-23

8. Fluids (Fuel/Oil/Additives): For details refer to AFM – PSM 1-82-1A (Models 201, 202)

8.1 Eligible Fuels
- Kerosene
Wide Cut JET B, JP-4

For other approved fuel types refer to AFM – PSM 1-82-1A (Models 201, 202)

8.2 Eligible Oils

Oils conforming to Specification MIL-L-23699

9. Fluid Capacities:

9.1 Fuel Capacity:

Main Fuel System

<table>
<thead>
<tr>
<th></th>
<th>Kg.</th>
<th>lbs.</th>
<th>Liters</th>
<th>Imp. Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable</td>
<td>2575</td>
<td>5678</td>
<td>3160</td>
<td>695</td>
</tr>
<tr>
<td>Unusable</td>
<td>40</td>
<td>87</td>
<td>48</td>
<td>11</td>
</tr>
<tr>
<td>Total</td>
<td>2615</td>
<td>5765</td>
<td>3208</td>
<td>706</td>
</tr>
</tbody>
</table>

Optional Auxiliary Fuel System (SOO 8061 or 828SO08061 or 828CH00044)

<table>
<thead>
<tr>
<th></th>
<th>Kg.</th>
<th>lbs.</th>
<th>Liters</th>
<th>Imp. Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable</td>
<td>2072</td>
<td>4566</td>
<td>2543</td>
<td>559</td>
</tr>
<tr>
<td>Unusable</td>
<td>46</td>
<td>102</td>
<td>55</td>
<td>13</td>
</tr>
<tr>
<td>Total</td>
<td>2118</td>
<td>4668</td>
<td>2598</td>
<td>572</td>
</tr>
</tbody>
</table>

9.2 Oil Capacity per Engine:

<table>
<thead>
<tr>
<th></th>
<th>Liters</th>
<th>Imp. Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable</td>
<td>8.0</td>
<td>1.6</td>
</tr>
<tr>
<td>Total</td>
<td>19.3</td>
<td>4.57</td>
</tr>
</tbody>
</table>

10. Air Speeds:

<table>
<thead>
<tr>
<th>IAS</th>
<th>$V_{MO}$ (Maximum Operating)</th>
<th>Knots</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 14000 ft</td>
<td>242</td>
</tr>
<tr>
<td></td>
<td>15000 ft</td>
<td>239</td>
</tr>
<tr>
<td></td>
<td>20000 ft</td>
<td>223</td>
</tr>
<tr>
<td></td>
<td>25000 ft</td>
<td>207</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>$V_{FE}$ (Flap extended)</th>
<th>Flap 5° &amp; 15°</th>
<th>Flap 35°</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>148</td>
<td>130</td>
</tr>
</tbody>
</table>

| $V_A$ (Maneuvering)     | 164           |
| $V_{LO}$ (Landing gear operation) | 158        |
| $V_{LE}$ (Landing gear extended)    | 172           |

For other airspeeds refer to AFM – PSM 1-82-1A (Models 201, 202)

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II
13. Maximum Weights:

### DHC-8-201 & DHC-8-202

<table>
<thead>
<tr>
<th></th>
<th>Basic</th>
<th>AFM Supplement 57</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi and ramp</td>
<td>16,556 kg (36,500 lb)</td>
<td>16,556 kg (36,500 lb)</td>
</tr>
<tr>
<td>Take-off</td>
<td>16,466 kg (36,300 lb)</td>
<td>16,466 kg (36,300 lb)</td>
</tr>
<tr>
<td>Landing</td>
<td>15,650 kg (34,500 lb)</td>
<td>15,650 kg (34,500 lb)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>14,515 kg (32,000 lb)</td>
<td>14,696 kg (32,400 lb)</td>
</tr>
</tbody>
</table>

14. Center of Gravity Range: For details refer to AFM – PSM 1-82-1A (Models 201, 202)

15. Datum: Plate located on centerline at “Station 423.0 in” (1074.4 cm) on underside of fuselage.

16. Mean Aerodynamic Chord (MAC): 87.0 in


18. Minimum Flight Crew: 2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity: 40 passengers (see Note 1)

20. Exits:

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I</td>
<td>0.762 m x 1.65 m (30 in x 65 in)</td>
</tr>
<tr>
<td>1</td>
<td>II</td>
<td>0.508 m x 1.37 m (20 in x 54 in)</td>
</tr>
<tr>
<td>2</td>
<td>III</td>
<td>0.508 m x 0.914 m (20 in x 36 in)</td>
</tr>
</tbody>
</table>

21. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Class</th>
<th>Volume</th>
<th>Max. Allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>B</td>
<td>8.48 m³ (300 ft³)</td>
</tr>
</tbody>
</table>

Refer to Weight & Balance Manual PSM 1-82-8 for mixed passenger-cargo configurations.

Main wheel sized to accept 31.0 × 9.75−13 tubeless tires.
Nose gear sized to accept 18 × 5.50−8 tubeless tires or with S.O.O. 8009, 22.0 × 6.5−10 flotation type tire.
## IV. Operating and Service Instructions

1. Airplane Flight Manual                  PSM 1-82-1A (Models 201, 202)  
   (See Note 2)  
3. Weight and Balance Manual             PSM 1-82-8  
   - Maintenance Review Board Report (MRB)  
5. Maintenance Program Manual            PSM 1-82-7, Part 2  
   – Airworthiness Limitations (AWL)       
6. Maintenance Task Cards Manual         PSM 1-82-7TC  
7. Service Letters and Service Bulletins Refer to Publications Index

## V. Notes

1. Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 200 current issue.

2. DHC-8 Series 200 (Models 201, 202) incorporating optional Modification 827SO00022 (or equivalent design change) – Introduction of Flight Spoilers in Ground Mode, require the Flight Manual with the “S” reference, following the Model designation.
SECTION 4: DHC-8 SERIES 300

I. General

1. Aeroplane: DHC-8 Series 300

II. Certification Basis

1. Reference Application Date for EASA Certification: September 9, 1988

2. TCCA Certification Date:
   - DHC-8-301   February 14, 1989
   - DHC-8-311   July 31, 1990
   - DHC-8-314   February 20, 1992
   - DHC-8-315   June 2, 1995

3. TCCA Certification Basis: Refer to TCCA Type Certificate Data Sheet No. A-142

4. EASA Certification Date:
   - DHC-8-301   February 23, 1995 (NCAA, Norway)
   - DHC-8-311   August 15, 1990 (LBA, Germany)
   - DHC-8-314   May 3, 1993 (ACG, Austria)
   - DHC-8-315   March 22, 1996 (DGAC, Romania)

5. EASA Certification Basis:

   FAR Part 25 dated February 1, 1965, including amendments 25-1 through 25-51; plus:

   - FAR 25.832, Amendment 25-56 Cabin Ozone Concentration
   - FAR 25.812, Amendment 25-58 Emergency Lighting
   - FAR 25.853, Amendment 25-59 Compartment Interiors (Seat cushions)
   - FAR 25.853, Amendment 25-66 Compartment Interiors (Materials)
     (Models 311, 314, and 315)

   Additional Airworthiness Requirements


   AMA 525/1   Stalls, Compliance dated July 9, 1984. Airworthiness Manual 525.207(b)
   Stall Warning, initial issue dated 1986. Airworthiness Manual 525.201(d)
   Stall Demonstration, initial issue dated 1986.


   Compliance with the following additional optional requirements has been established:

   - FAR 25.1419, Ice Protection
Compliance with FAR 25.801 has been established when the safety equipment requirements of FAR 25.1411 and the ditching equipment requirements of FAR 25.1415 are satisfied.

6. Special Conditions:

Automatic take-off power control system (ATPCS) (Ref. FAA Special Conditions No. 25-ANM-3; TC letter 5010-10-366 (ABP/A), dated February 24, 1984).
Steep Approach and Short Landing – (ref. TC letter 5010-10-366 (ABP/L), dated June 7, 1985).

SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS.

Special Condition SCA No. 94-12, Operation on Narrow Runways, dated December 28, 1994.

7. Exemptions:

FAR 25.571(e)(2), Propeller Debris (ref. FAA Exemption No. NM-102; TC letter 5010-10-366 (ABP/A) dated February 10, 1984).
FAR 25.785(h), Exemption No. 89-2, dated February 3, 1989, Flight Attendants Seats

8. Equivalent Safety Findings:

FAR 25.773(b)(2), Pilot compartment view.
FAR 25.807(d)(2), Ditching emergency exits for passengers (Applies to Models -311, 314, and 315 with Change Request CR803SO00001 or CR803SO00002 incorporated).

9. Environmental Standards:

Environmental requirements for noise:

See EASA TCDSN no. EASA.IM.A.191.

Environmental requirements for fuel venting and emissions:

DHC-8-301 SFAR 27 dated December 12, 1973, including
DHC-8-311 Amendments 27-1 through 27-5.
DHC-8-314

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of AEROC 8.1.AC.1 – Definition of Certified Airplanes

2. Description: Detail Specification No. DS8-300

3. Equipment: Equipment Register

4. Dimensions: Span 27.43 m (90 ft)
5. Engines: Two (2) Pratt and Whitney of Canada engines as follows:

<table>
<thead>
<tr>
<th>DHC-8-301 &amp; DHC-8-311</th>
<th>Original</th>
<th>Optional</th>
</tr>
</thead>
<tbody>
<tr>
<td>PW123</td>
<td>PW123B</td>
<td>PW123E</td>
</tr>
</tbody>
</table>

Refer to EASA Engine Type Certificate Data Sheet IM.E.041.

Any combination of original engines and/or optional engines within each aircraft model is permitted. Optional engines must incorporate modification 8/2735.

5.1 Engine Limits: For details refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

6. Auxiliary Power Unit (APU): Options only. Refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

6.1 APU Limits: For details refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

7. Propellers:

- DHC-8-301, DHC-8-311 & DHC-8-315
- DHC-8-314 & DHC-8-315

Refer to FAA Propeller Type Certificate Data Sheet P7NE.
7.1 Propeller Limits:

- Blade: SFA13 ( )-OA
- Diameter: 3.96 m (13 ft) nominal

Pitch settings at 0.75 radius:
- Feather: 77.5°
- Flight fine: 11.5°
- Ground fine: -7.5°
- Full reverse: -18.5°
- Propeller (Np):
  - Take off: 1212 rpm
  - Max. continuous: 1212 rpm

The following Hamilton Sundstrand Propeller combinations are approved:

- DHC-8-301, DHC-8-311 & DHC-8-315 14SF-15 & 14SF-15
- 14SF-23 & 14SF-23

Modification 8/2579 allows the following additional Hamilton Sundstrand Propeller combinations:

- DHC-8-301, DHC-8-311 & DHC-8-315 14SF-15 & 14SF-23

8. Fluids (Fuel/Oil/Additives):

8.1 Eligible Fuels
- Wide Cut: JET B, JP-4

For other approved fuel types refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

8.2 Eligible Oils
- Oils conforming to Specification MIL-L-23699

9. Fluid Capacities:

9.1 Fuel Capacity:

<table>
<thead>
<tr>
<th></th>
<th>Kg.</th>
<th>lbs.</th>
<th>Liters</th>
<th>Imp. Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Usable</strong></td>
<td>2575</td>
<td>5678</td>
<td>3160</td>
<td>695</td>
</tr>
<tr>
<td><strong>Unusable</strong></td>
<td>40</td>
<td>87</td>
<td>48</td>
<td>11</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2615</td>
<td>5765</td>
<td>3208</td>
<td>706</td>
</tr>
</tbody>
</table>

Optional Auxiliary Fuel System (828SO000006 or 828CH00027)

<table>
<thead>
<tr>
<th></th>
<th>Kg.</th>
<th>lbs.</th>
<th>Liters</th>
<th>Imp. Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Usable</strong></td>
<td>2072</td>
<td>4566</td>
<td>2543</td>
<td>559</td>
</tr>
<tr>
<td><strong>Unusable</strong></td>
<td>46</td>
<td>102</td>
<td>55</td>
<td>13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2118</td>
<td>4668</td>
<td>2598</td>
<td>572</td>
</tr>
</tbody>
</table>

9.2 Oil Capacity per Engine:
<table>
<thead>
<tr>
<th></th>
<th>Liters</th>
<th>Imp. Gals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usable</td>
<td>8.0</td>
<td>1.6</td>
</tr>
<tr>
<td>Total</td>
<td>19.3</td>
<td>4.57</td>
</tr>
</tbody>
</table>

10. Air Speeds:

<table>
<thead>
<tr>
<th>IAS</th>
<th>VMO (Maximum Operating)</th>
<th>0 to 17000 ft</th>
<th>20000 ft</th>
<th>25000 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DHC-8-301</td>
<td>243</td>
<td>232</td>
<td>214</td>
</tr>
<tr>
<td></td>
<td>VFE (Flap extended)</td>
<td>Flap 5°</td>
<td>160</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flap 10° &amp; 15°</td>
<td>149</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flap 35°</td>
<td>127</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VA (Maneuvering)</td>
<td>176</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>VLO (Landing gear operation)</td>
<td>158</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>VLE (Landing gear extended)</td>
<td>173</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IAS</th>
<th>VFE (Flap extended)</th>
<th>Flap 5°</th>
<th>163</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DHC-8-311, DHC-8-314 &amp; DHC-8-315</td>
<td>Flap 10°</td>
<td>154</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flap 15°</td>
<td>150</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Flap 35°</td>
<td>138</td>
</tr>
<tr>
<td></td>
<td>VA (Maneuvering)</td>
<td>177</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VLO (Landing gear operation)</td>
<td>163</td>
<td></td>
</tr>
<tr>
<td></td>
<td>VLE (Landing gear extended)</td>
<td>173</td>
<td></td>
</tr>
</tbody>
</table>

For other airspeeds refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II

13. Maximum Weights:

<table>
<thead>
<tr>
<th>DHC-8-301, DHC-8-311, DHC-8-314, DHC-8-315</th>
</tr>
</thead>
<tbody>
<tr>
<td>Basic</td>
</tr>
<tr>
<td>Taxi and ramp</td>
</tr>
<tr>
<td>Take-off</td>
</tr>
<tr>
<td>Landing</td>
</tr>
<tr>
<td>Zero fuel</td>
</tr>
</tbody>
</table>
DHC-8-311, DHC-8-314, DHC-8-315

<table>
<thead>
<tr>
<th></th>
<th>CR 803SO000001</th>
<th>CR 803SO000002</th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi and ramp</td>
<td>19,087 kg (42,080 lb)</td>
<td>19,595 kg (43,200 lb)</td>
</tr>
<tr>
<td>Take-off</td>
<td>18,997 kg (41,880 lb)</td>
<td>19,505 kg (43,000 lb)</td>
</tr>
<tr>
<td>Landing</td>
<td>18,597 kg (41,000 lb)</td>
<td>19,051 kg (42,000 lb)</td>
</tr>
<tr>
<td>Zero fuel</td>
<td>17,463 kg (38,500 lb)</td>
<td>17,917 kg (39,500 lb)</td>
</tr>
</tbody>
</table>

For other weights refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

14. Center of Gravity Range: for details refer to AFM – PSM 1-83-1A (Models 301, 311, 314, 315)

15. Datum: Plate located on centerline at “Station 423.0 in” (1074.4 cm) on underside of fuselage.

16. Mean Aerodynamic Chord (MAC): 85.5 in


18. Minimum Flight Crew: 2 (Pilot and Copilot)

19. Maximum Passenger Seating Capacity: 56 passengers (see Note 1)

20. Exits:

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>I</td>
<td>0.762 m x 1.65 m (30 in x 65 in)</td>
</tr>
<tr>
<td>1</td>
<td>I</td>
<td>0.508 m x 1.37 m (20 in x 54 in)</td>
</tr>
<tr>
<td>2</td>
<td>III</td>
<td>0.508 m x 0.914 m (20 in x 36 in)</td>
</tr>
</tbody>
</table>

21. Baggage/Cargo Compartments:

<table>
<thead>
<tr>
<th>Class</th>
<th>Volume</th>
<th>Max. Allowable Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rear</td>
<td>B 9.1 m³ (320 ft³)</td>
<td>1134 kg (2,500 lb)</td>
</tr>
</tbody>
</table>

Refer to Weight & Balance Manual PSM 1-83-8 for mixed passenger-cargo configurations.

22. Wheels and Tires: Tricycle landing gear, retractable, dual side by side wheel type. Main wheel sized to accept 31.0 × 9.75−14 tubeless tires. Nose gear sized to accept 18 × 5.50−8 or 22.0 × 6.5−10 tubeless tires.
IV. Operating and Service Instructions

   PSM 1-83-1A
   (Models 301, 311, 314, 315)

   PSM 1-83-2

3. Weight and Balance Manual
   PSM 1-83-8

   - Maintenance Review Board Report (MRB Report)
     PSM 1-83-7, Part 1

5. Maintenance Program Manual
   – Airworthiness Limitations (AWL)
     PSM 1-83-7, Part 2

   PSM 1-83-7TC

7. Service Letters and Service Bulletins
   Refer to Publications Index

V. Notes

1. Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 300 current issue.
SECTION 5: DHC-8 SERIES 400

I. General

1. Aeroplane: DHC-8 Series 400

II. Certification Basis

1. Reference Application Date for EASA Certification: 31 January 1995

2. EASA Certification Date

   DHC-8-401 December 01, 1999 (CAA Denmark)
   DHC-8-402 December 01, 1999 (CAA Denmark)

3. EASA Certification Basis:

   JAR 25 Change 14
   JAR 25 Amendment 25/96/01
   CS 25.831(b) Amendment 18, associated to post TC Mod introducing the Extra Capacity Configuration (see Note 3)
   JAR AWO Change 2
   JAR 1 Definitions Change 4
   JAR 21 Change 1

   Compliance with JAR 25.801 has been established when the safety equipment requirements of JAR 25.1411 and the ditching equipment requirements of JAR 25.1415 are satisfied

4. Special Conditions:

   CRI C-01 Yawing Maneuvering Conditions INT/POL/25/8 Issue 1
   CRI D-01 Worn Brakes INT/POL/25/6 Issue 1
   CRI F-01 Protection from the Effects of HRIF INT/POL/25/2 Issue 1
   CRI F-02 Protection from the Effects of Lightning Strike – Direct Effects INT/POL/25/3 Issue 1
   CRI F-03 Protection from the Effects of Lightning Strike – Indirect Effects INT/POL/25/4 Issue 2
   CRI G-07 Steep Approach Landing Capability (SAL)
   SC H-01 Enhanced Airworthiness Programme for Aeroplane Systems – ICA on EWIS.
   CRI F-18 Security protection of Aircraft systems and networks

5. Equivalent Safety Findings:

   CRI B-04 Stall Warning and Stall Warning Speeds and Maneuver Capability (JAR 25.103, 107, 119, 125, 143 and 207)
   CRI C-04 Flutter, Deformation and Failsafe Criteria (JAR 25.629)
   CRI D-10 Nose-Wheel Steering System Protection (JAR 25x745(d))
   CRI D-02 Hydraulic System Proof Testing (JAR 25.1435(b)(1))
   CRI D-14 Ditching Emergency Exits for Passengers (JAR 25.807(e) associated to post TC Mod introducing the Extra Capacity
Configuration, see Note 3)

CRI G-04      Accelerate Stop Distance
      INT/POL/25/5 Issue 1 (JAR 25.109)

6. Deviation:

CRI F-17      Continuity of function of ADS-B Out and ELS
7. Environmental Standards:

Environmental requirements for noise:
See EASA TCDSN no. EASA.IM.A.191.

Environmental requirements for fuel venting and emissions:

8. Operational Suitability Data (OSD)

8.1 Cabin Crew Data (CCD)

Certification Specifications and Guidance Material for Cabin Crew Data CS-CCD Initial Issue dated 31 January 2014 (ref CRI CCD-01)

8.2 Master Minimum Equipment List (MMEL)

JAR MMEL/MEL Amendment 1, Section 1*

*Any new or revised MMEL items impacts due to future changes to the OSD approved Master Minimum Equipment List referenced within the Approved Manuals section of this TCDS, will comply with CS-MMEL Initial Issue 31 January 2014 (Book 1 only), where applicable (ref CRI MMEL-01)

8.3 Flight Crew Data (FCD)

Certification Specifications for Operational Suitability Data (OSD) Flight Crew Data CS-FCD Initial Issue dated 31 January 2014

III. Technical Characteristics and Operational Limitations

1. Type Design Definition: Current issue of AEROC 8.1.AC.1 – Definition of Certified Airplanes

2. Description: Detail Specification No. DS8-400

3. Equipment: Equipment Register

4. Dimensions:
   - Span: 28.4 m (93 ft 3 in)
   - Length: 32.8 m (107 ft 9 in)
   - Height: 8.3 m (27 ft 4 in)
   - Wing Area: 63.1 m² (679 ft²)

5. Engines: Two (2) Pratt and Whitney of Canada engines Model PW150A

Refer to TCCA Engine Type Certificate Data Sheet No. E-29.

5.1 Engine Limits: for details refer to AFM – PSM 1-84-1A (Models 401 or 402)
6. Auxiliary Power Unit (APU): One Hamilton Sundstrand Power System
APS 1000 T-62T-46C12
TSO authorization, dated 23 July 1999
Note: Options only.

6.1 APU Limits: for details refer to AFM – PSM 1-84-1A
(Model 401 or 402)

7. Propellers: Two (2) Dowty Aerospace Propellers
Model R408/6-123-F/17

Refer to EASA Type Certificate Data Sheet P.002 (previously covered under UK-CAA
Propeller Type Certificate Data Sheet No. 117)

7.1 Propeller Limits: Blade diameter 4.11 m (13.5 ft)
Pitch settings at 0.70 radius:
  Feather 84.5°
  Flight fine (Electronic) 16.5°
  Flight fine (Hydraulic) 16.0°
  Ground fine -3.5°
  Full reverse -19.0°

  Propeller (Np) - Take off 1020 rpm
                 - Max. continuous 1020 rpm

8. Fluids (Fuel/Oil/Additives): for details refer to AFM – PSM 1-84-1A (Models 401 or 402)

Wide Cut JET B, JP-4

For other approved fuel types refer to AFM – PSM 1-84-1A (Models 401, 402)

8.2 Eligible Oils Oils conforming to Specification MIL-L-23699

9. Fluid Capacities:

9.1 Fuel Capacity:

<table>
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<tr>
<th></th>
<th>Kg.</th>
<th>lbs.</th>
<th>Liters</th>
<th>Imp. Gals.</th>
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</thead>
<tbody>
<tr>
<td>Usable</td>
<td>5318</td>
<td>11724</td>
<td>6526</td>
<td>1436</td>
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<tr>
<td>Unusable</td>
<td>73</td>
<td>160</td>
<td>89</td>
<td>20</td>
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<tr>
<td>Total</td>
<td>5391</td>
<td>11884</td>
<td>6615</td>
<td>1456</td>
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9.2 Oil Capacity per Engine:

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<tr>
<th></th>
<th>Liters</th>
<th>Imp. Gals.</th>
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</thead>
<tbody>
<tr>
<td>Usable</td>
<td>5.6</td>
<td>1.23</td>
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<tr>
<td>Total</td>
<td>24.9</td>
<td>5.48</td>
</tr>
</tbody>
</table>
10. Air Speeds:
   IAS
   VMO (Maximum Operating)  
   | 0 to 8,000 ft | 245 |
   | 10,000 ft    | 282 |
   | 18,000 ft    | 286 |
   | 20,000 ft    | 275 |
   | 25,000 ft    | 248 |
   VFE (Flap extended)  
   | Flap 5°  | 200 |
   | Flap 10° | 181 |
   | Flap 15° | 172 |
   | Flap 35° | 158 |
   VA (Maneuvering)     | 204 |
   VLO (Landing gear operation) | 200 |
   VLE (Landing gear extended) | 215 |

For other airspeeds refer to AFM – PSM 1-84-1A (Models 401 or 402)

11. Maximum Operating Altitude: 7,620 m (25,000 ft) (Pressure Altitude)

12. All Weather Capability: Cat II

13. Maximum Weights:

<table>
<thead>
<tr>
<th></th>
<th>Basic Gross Weight MS 4-201539</th>
<th>Intermediate Gross Weight MS 4-308807</th>
<th>High Gross Weight MS 4-308907</th>
<th>Enhanced High Gross Weight MS 4-309238</th>
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<tbody>
<tr>
<td>Taxi and ramp</td>
<td>28,077 kg (61,900 lb)</td>
<td>29,089 kg (64,130 lb)</td>
<td>29,347 kg (64,700 lb)</td>
<td>29,665 kg (65,400 lb)</td>
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<tr>
<td>Take-off</td>
<td>27,987 kg (61,700 lb)</td>
<td>28,998 kg (63,930 lb)</td>
<td>29,257 kg (64,500 lb)</td>
<td>29,574 kg (65,200 lb)</td>
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<tr>
<td>Landing</td>
<td>27,442 kg (60,500 lb)</td>
<td>28,009 kg (61,750 lb)</td>
<td>28,009 kg (61,750 lb)</td>
<td>28,123 kg (62,000 lb)</td>
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<tr>
<td>Zero fuel</td>
<td>25,174 kg (55,500 lb)</td>
<td>25,855 kg (57,000 lb)</td>
<td>25,855 kg (57,000 lb)</td>
<td>26,308 kg (58,000 lb)</td>
</tr>
<tr>
<td>Zero fuel – Supplement 87</td>
<td>26,308 kg (58,000 lb)</td>
<td>26,308 kg (58,000 lb)</td>
<td>26,308 kg (58,000 lb)</td>
<td>N/A</td>
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</table>

14. Center of Gravity Range: For details refer to AFM – PSM 1-84-1A (Models 401 or 402)

15. Datum: Plate located on centerline at “Station 428.0 in” (1087.1 cm) on underside of fuselage.


18. Minimum Flight Crew: 2 (Pilot and Copilot)
19. Maximum Passenger Seating Capacity:

- DHC-8-401: 70 passengers
- DHC-8-402: 80 passengers (refer to Note 1)
- DHC-8-402: 90 passengers (refer to Note 1 and Note 3)

20. Exits:

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<td>II / III*)**)</td>
<td>0.508 m x 1.42 m (20 in x 56 in)</td>
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<tr>
<td>1</td>
<td>I ***)</td>
<td>0.610 m x 1.37 m (24 in x 54 in)</td>
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<tr>
<td>1</td>
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<td>0.762 m x 1.65 m (30 in x 65 in)</td>
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<tr>
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*) Type III exit for showing compliance with JAR 25.801 only
***) Applicable to Model -402 Extra Capacity configuration (refer to Note 1 and Note 3)

21. Baggage/Cargo Compartments:

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<tr>
<th>Class</th>
<th>Volume</th>
<th>Max. Allowable Load</th>
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</thead>
<tbody>
<tr>
<td>Front*) C</td>
<td>2.58 m³ (91 ft³)</td>
<td>413 kg (910 lb)</td>
</tr>
<tr>
<td>Aft C</td>
<td>11.64 m³ (411 ft³)</td>
<td>1,669 kg (3,680 lb)</td>
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</tbody>
</table>

*) Applicable to Models -401/-402 non-Extra Capacity configurations
Refer to Weight & Balance Manual PSM 1-84-8 for individual airplane configurations.

22. Wheels and Tires:

- Tricycle landing gear, retractable, dual side by side wheel type.
- Main wheels sized to accept 32 × 8.8−16 or 34 x 10.75-16 tubeless tires.
- Nose gear sized to accept 22 × 6.5−10 tubeless tires.

IV. Operating and Service Instructions

2. Airplane Operating Manual
3. Weight and Balance Manual
5. Airplane Maintenance Manual
   - Part 1: MRB Report
   - Part 2: Airworthiness Limitation Items (ALIs)
     a) Certification Maintenance Requirements
b) Structural Maintenance Program

c) System Safe Life Components

7. Service Letters and Service Bulletins  Refer to Publications Index
8. Structural Repair Manual  PSM 1-84-3
9. Cargo Loading Manual  PSM 1-84-8A
10. Illustrated Parts Manual  PSM 1-84-4
11. Task Cards Manual  PSM 1-84-7TC

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate EASA.IM.A.191 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
   a. Master Minimum Equipment List reference, PSM 1–84–16A, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI MMEL-01
   b. Required for entry into service by EU operator.

2. Flight Crew Data
   a. Flight Crew Data reference “Operational Suitability Data Flight Crew” DOC BAT-DHC-8-OSD-FC, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis CS-FCD dated 31 January 2014.
   b. Required for entry into service by EU operator.

3. Cabin Crew Data
   a. Cabin Crew Data reference, Doc #CC-E-BD500-402, at the latest applicable revision as per the defined Operational Suitability Data Certification Basis recorded in CRI CCD-01.
   b. Required for entry into service by EU operator.
   c. For the purpose of Cabin Crew training and operation, the DHC-8-400 non-Extra Capacity aircraft configuration (up to 80 passenger seats) is determined to be a new type.
   d. For the purpose of Cabin Crew training and operation, the DHC-8-400 Extra Capacity aircraft configuration (more than 80 and up to 90 passenger seats) is determined to be a variant to the DHC-8-400 non-Extra Capacity aircraft configuration.

VI. Notes

1. Cabin Interior and Seating Configurations must be approved and are listed in AEROC 8.1.AC.1 Section 400 current issue.
2. None.
3. For DHC-8 Model -402 Extra Capacity configuration with passenger seating of up to 90, in addition to an approved Cabin Interior and Seating Configuration the aircraft must be equipped with the Type 1 FWD emergency exit as defined by the following ModSums, or equivalent:
   - For aircraft MSN 4455 to MSN 4591: MS 4-458296, MS 4-459035, MS 4-458951 and MS 4-458968.
   - For aircraft MSN 4592 and subsequent: MS 4-190614, MS 4-458951 and MS 4-458968.
## SECTION 6: ADMINISTRATIVE

### I. Change Record

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<td>- Page 25, Section 5 III Item 7- Reference to propeller TCDS added</td>
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<td>22/05/07</td>
<td>- Page 27, Section 5 III Item 13- Take Off Weight for Intermediate Gross Weight option MS 4-308807 corrected</td>
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<td>- Page 12, Section 3 – Section number corrected from 2 to 3</td>
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<td>- Page 23, Section 4 III Item 21 – Rear Class B baggage compartment Max. Allowable Load corrected</td>
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<td>- Pages 9, 14, 15, 21 typo mistakes on references to FAR 25 subparagraphs corrected</td>
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<td>- Page 33 Cabin Crew Data: clarifications added concerning DHC-8-400 non-Extra Capacity and Extra-Capacity configuration to be considered new type and a variant, respectively, from the cabin crew training and operation point of view.</td>
<td>03/02/2023</td>
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